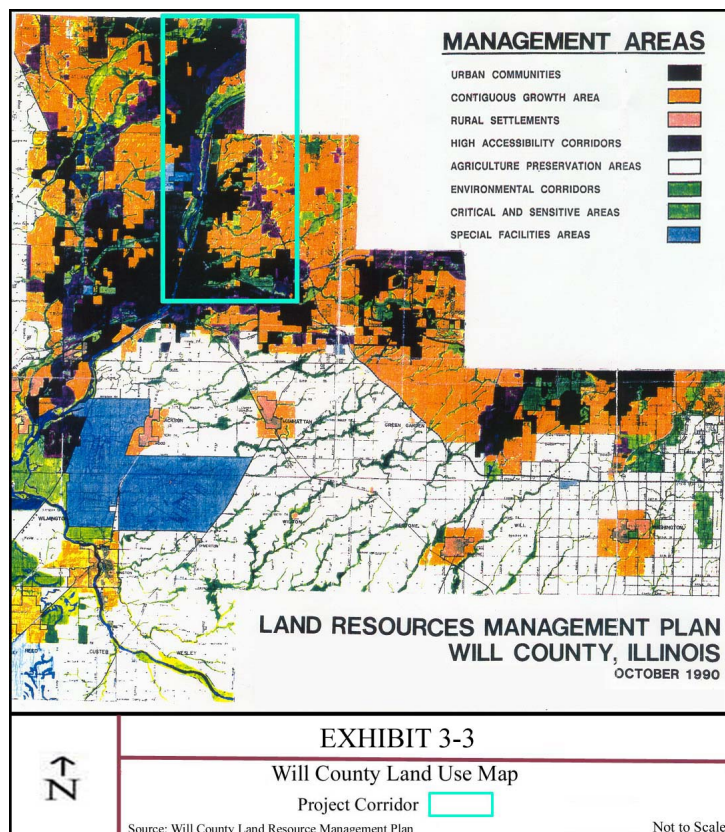


The Lemont Bypass Alternative would promote focused development within the Project Corridor, but to a lesser degree due to its lack of access control. The Enhanced Arterial Alternative would provide the least focus for development by distributing traffic among three principal arterials within the northern portion of the Corridor.

As for providing a safe and efficient local transportation system, the Tollroad/Freeway Alternative would most effectively facilitate achievement of this goal by enabling the planning and implementation of a tiered local roadway system that collects and routes traffic to facilities of increasing capacity which connect to strategically placed interchanges along the tollroad/freeway facility. This tiered network would improve traffic flows and efficiencies, and offer local government an additional opportunity to influence and control commercial development. The Lemont Bypass Alternative would provide this opportunity to a lesser degree, but more effectively within the northern one-quarter of the alignment where the tollroad/freeway facility is provided. The southern three quarters would remain a principal arterial, thus reducing the potential for tiering. The Enhanced Arterial would provide principal arterials throughout its alignment and represents the lowest potential among the Alternatives to facilitate a tiered roadway system.



Land Use and Transportation Planning Overall Regional Plan Consistency

At the regional level, the Northeastern Illinois Planning Commission (NIPC) endorsed a regional growth policy in 1998. This growth policy emphasizes incentives for balanced growth rather than restrictions on the locational preferences expressed in the marketplace.

To this end, NIPC growth strategies include:

- Encouraging development within existing communities served by public transportation, including commuter rail. This policy encourages use of existing infrastructure to avoid piecemeal extension of services.
- Encouraging development in areas served by existing infrastructure and contiguous with existing development. This policy discourages development which leapfrogs into agricultural land.